

YACHTS SMASH THE FLEETS FOR FLUKES.

Fifth Attempt. A Race for the Cup Finds the Boats Tied at the Start by a Fog and Dead Calm.

Excursion Fleet Dawdles Around Lightship Until the Committee Calls the Contest Off and Announces Another To-day.

Iselin Pronounces Columbia's Sails a Fine Fit Now and Is Still Confident She'll Run Away from Shamrock.

The local weather forecast for today is: Fair and light southerly winds.

For the fifth time the white cup defender Columbia and the pea green challenger Shamrock failed to make a race of it yesterday for the America's Cup. They were towed down to the Sandy Hook lightship under bare poles, hoisted their sails and wobbled for a while upon a glass sea and then taking in sail went back to their anchorage inside the Horseshoe, hoping for better luck to-day.

Two events there were to relieve the dullness and give folks something to talk of. The tug Fletcher, carrying Sir Thomas Lipton and his guests, was in collision with the ferryboat West Brooklyn off the western point of Governor's Island, and the center party on the tug came within a hair's breadth of going to the bottom. Lord Charles Beresford took command of the Fletcher in the panic, the first time a British Admiral ever had charge of a snub-nosed little American tug in these waters, and calmed the landsmen.

The other accident was to the British yacht White Lady, which was accused of bad manners on the first race day in ignoring the rules set by Captain "Bob" Evans and blundering through the police lines. She rammed the revenue cutter Manning, and lost her bowsprit for her pains. The crowd failed to sympathize with her in her misfortune, having conceived the prejudice that she was not a polite yacht, and perhaps was trying to elbow one of Uncle Sam's craft out of her way. The Manning had some of her topmasts wrecked.

Not With Enough for a Kite. There was barely wind enough to fly a kite. Here and there flags fluttered upon masts that happened to be in line with a stiff breeze, but for the most part they clung around the spars for lack of air. A heavy fog hung over the water, and the mournful wail of the lightship's siren was blown to the shore by the wind.

There was a heavy white fog in the bay when the race was called off. The tug Fletcher, carrying Sir Thomas Lipton and his guests, was in collision with the ferryboat West Brooklyn, declared positively at an early hour that the race was off.

The Race Called Off. The big excursion steamers dawdled listlessly about the lightship with no hope. They saw the Columbia with a new club sail and a new crew, and thought larger than the one she had the day before, and the Shamrock with a much larger one. Like the big battleships the boats hung in the wind awaiting the signal to go back to their bays.

The Erie steamed out of the mist and stopped her engines. The tug Fletcher, carrying Sir Thomas Lipton and his guests, was in collision with the ferryboat West Brooklyn, declared positively at an early hour that the race was off.

The tug Fletcher, carrying Sir Thomas Lipton and his guests, was in collision with the ferryboat West Brooklyn, declared positively at an early hour that the race was off.

Iselin Still Confident. When asked about Columbia's sails he was a little more communicative. He said: "Our new club topsail is not any larger than the one we have been using, and is set on the same spars. I think it is as large as we need. It is a fine fit now, and I am confident it will run away from Shamrock."

Everything is going on smoothly on the Columbia except the wind. Every one on board is confident in the Columbia's ability to win.

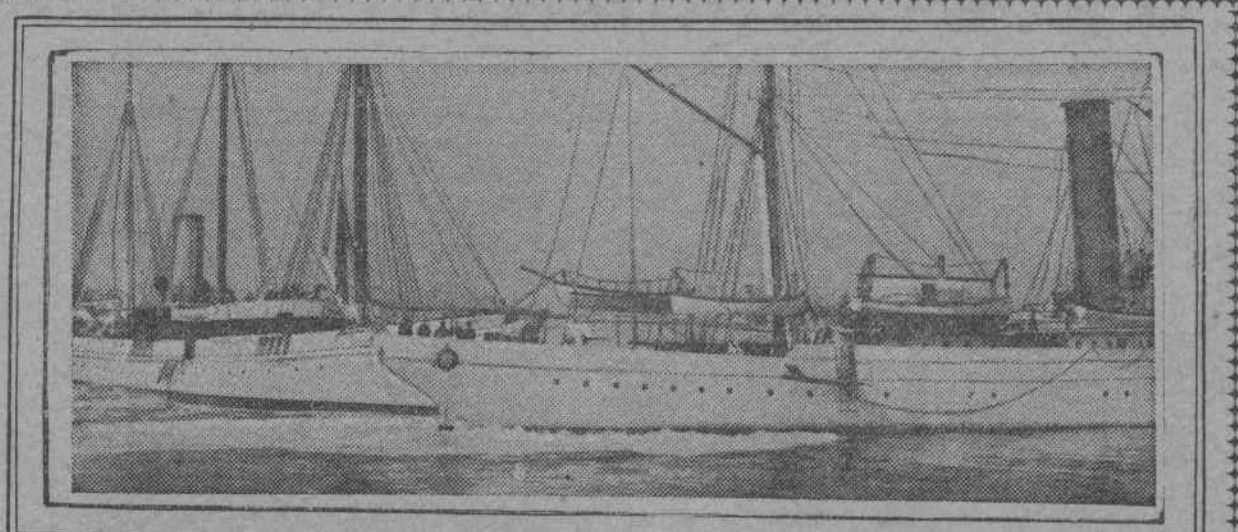
YACHTING WORLD DEFENDS CAPT. BARR.

London, Oct. 12.—The Yachting World says to-day, with reference to the international races for the America's Cup: "There are three points regarding which the mind of the public is now satisfied. The Columbia is no match for the Shamrock in light weather. The Americans are stretching somewhat in the Shamrock's favor in agreeing to race daily; and the criticism of Captain Barr, the Columbia's skipper, forms the most harmonious contest, for it is evident that it is no fault of Barr's that the Columbia will not travel."

Once in the polling place you can register in a minute. Spare the minute to-day.

Water Dunes No Better. The condition of Water Dunes in Roosevelt Hospital has been the same for several days, but he has not any ground. He kept a crash, but he is suffering from a fever. He is getting the same as the hold on his head. He is suffering from a fever.

LOCAL WAR IN THE FOG; BAD COLLISIONS RESULT.



Collision of the White Lady and the Manning.

When the fleet of excursion boats and yachts started for home yesterday after the yacht race was declared off, the revenue cutter Manning and the White Lady, formerly Mrs. Langtry's yacht, came into collision near the Sandy Hook Lightship. Both boats were damaged.

Admiral Beresford Takes Heroic Part in Preventing Disaster.

FLETCHER NEARLY SUNK CUTTER HITS A YACHT.

Lipton's Friends Aboard When the Ferryboat West Brooklyn Strikes Her.

Admiral Lord Charles Beresford of the British navy gave proof yesterday morning of that cool bravery which earned him the title of the "Hero of Alexandria." The coolness that stood him in such good stead in the Egyptian port did not desert him in a collision between the little immigrant transfer steamer William Fletcher and the South Brooklyn ferryboat West Brooklyn, which nearly resulted in sending the Fletcher to the bottom of the East River.

Lord Charles and a score of other guests of Sir Thomas Lipton were on the Fletcher when she left the Barge Office pier at 7:45 o'clock yesterday morning for Tompkinsville, where they were to board the Erie. Captain William Reyley, of the Fletcher, took the wheel himself, for the mist that enveloped the water of the upper bay was so dense that it was impossible to see more than fifty feet ahead.

Two men posted forward to keep a lookout, but they were of little use. No human eyes could pierce that fog. Lord Charles stood near the pilot house, and ran him was David Butler, Sir Thomas Lipton's New York agent, and Justice R. M. Little, of London.

Turned to the Right. Aft of the pilot house were more than a score of other passengers. The Fletcher was off Castle William, Governor's Island, and the whistle of the West Brooklyn was heard. She was directly in the path of the Fletcher's course, judging by the sound. The Fletcher signalled that she would keep to the right and did so. The West Brooklyn answered, but nothing could be seen of her. The Fletcher again signalled, with a similar signal. The next second at most the West Brooklyn loomed on the right of the Fletcher, so close that a collision was inevitable.

The Fletcher had turned to the right, as she had signalled, just in time to put the West Brooklyn in the path of her bowsprit. She struck the West Brooklyn fairly on the starboard paddle box, amidships. The paddles had just been stopped. The Fletcher's bow smashed off the flukes of the big paddle as if they were of chalk, and then she went on. The West Brooklyn's bowsprit was broken, and a big section of the paddle box tumbled down on the Fletcher's forward deck.

Passengers Press to Rails. Hundreds of passengers pressed to the rails of the West Brooklyn's upper deck and looked down at the steamship. The revenue cutter and the ferryboat were wedged under the iron bound grates. The ferryboat heeled more and more to starboard as the weight of passengers pressed against the rails. The Fletcher's bowsprit was broken, and a big section of the paddle box tumbled down on the Fletcher's forward deck.

Beresford Gives Orders. Lord Charles Beresford knew it, and he knew the remedy. Stepping to the upper deck rail he shouted to the passengers on the West Brooklyn:

"Go to the other side of the boat, all of you. Press down on your bows with your weight. Go quickly, so that we may get free."

The ferryboat passengers heard and obeyed. They were pressing down on their bows with their weight. The ferryboat heeled more and more to starboard as the weight of passengers pressed against the rails. The Fletcher's bowsprit was broken, and a big section of the paddle box tumbled down on the Fletcher's forward deck.

As Tight as a Drum. N 130. He was smiling as he shouted to Captain Reyley and those on the upper deck: "She's as tight as a drum. There's no water below. We are all right, and there's dust, but he reckoned nothing of that."

Lord Charles Beresford took command of the Fletcher in the panic, the first time a British Admiral ever had charge of a snub-nosed little American tug in these waters, and calmed the landsmen.

Water Dunes No Better. The condition of Water Dunes in Roosevelt Hospital has been the same for several days, but he has not any ground. He kept a crash, but he is suffering from a fever. He is getting the same as the hold on his head. He is suffering from a fever.

The Manning's Prize Hotchkiss Gun Almost Lost.

CUTTER HITS A YACHT.

Collision with the White Lady Just After Race Was Declared Off.

The famous prize Hotchkiss rapid-fire gun taken from the Spanish cruiser Viscaya and mounted on the port quarter of the revenue cutter Manning was put in jeopardy yesterday in a collision between the Manning and the English yacht White Lady. The boats did little more than drift together, and just why the accident should have occurred at all is a puzzle to the spectators on a dozen yachts and steamboats who saw it.

It was just after the gun announcing "no race" had been fired from the flagship lying near the Scotland Lightship. The White Lady had just arrived and stopped abreast of Sir Thomas Lipton's yacht, Erie, and on her port hand. The dingy of the White Lady was lowered to transfer Major Jamison, M. P., to the Erie.

The Manning's Movements. The Manning had been lying to the southward of the flagship, but after the gun was fired she steamed slowly ahead and turned to port, swinging at a right angle and started northward. This brought her across the bows of the White Lady, which, like the Erie and the other yachts, had been ordered to stand by.

Engines Ordered Reversed. Captain Roberts and Lieutenant Brown, of the Manning, were in the pilot house of the Manning, and the captain shouted to the White Lady's commander to reverse his engines. Still the Manning forged slowly ahead and the yacht's bowsprit, lapping over the cutter's deck house, caught the after davit of the White Lady, and the two boats were bent like so much putty and then the bowsprit, catching the after falls of the boat, yanked loose the falls at its bow.

The dingy shot first into the water and hung suspended by one fall. The end of the sprit, entangled in the rigging, snapped off, but the bowsprit was lapped more and more over the cutter's funnel chains, and when it reached the port quarter of the Manning broke the prime of the Hotchkiss gun.

The gun was knocked from its mount, and fell to the main deck, dropping in the water and lodging there. At first the boat was thought to have gone overboard, but the Manning's upper deck, said: "There goes our Hotchkiss gun!" It was the first word spoken since Captain Roberts shouted a request to the White Lady to stop. The White Lady's Hotchkiss gun, however, was not damaged. The yacht backed clear a few seconds later, while the Manning kept on her way up to Tompkinsville.

Not a Word Exchanged. Not a word was exchanged between the two vessels after the collision, and every one on the Manning, including Captain Evans, who is in charge of the patrol fleet, and Captain Roberts, commander of the cutter, were mute when asked as to the cause. They would not discuss it.

The White Lady anchored off the foot of Twenty-fourth street, East River, last night, and Captain S. Newton Cross, when asked about the accident, said: "I do not understand why the Manning struck us. We have thought something might have been the matter with her machinery. We had stopped, and I had the engines going slowly astern to keep us opposite the Erie when the Manning crossed our bows. When I saw a collision threatened I put the engines at full speed. I regret that the accident happened, but I cannot see how we could have helped it."

The yacht will lay up to-day for repairs and will proceed to Boston to-morrow. The cutter will be present at the remaining yacht races.

Delays are dangerous. Don't delay. Register to-day.

TRIED TO KILL HIS BRIDE WITH PAIR OF SHEARS.

Massachusetts Man Then Attempted to End His Own Life, but Women Prevented Him.

North Easton, Mass., Oct. 12.—Edward Thompson is under arrest charged with attempting to-day to kill his young wife with a pair of shears, at Easton Furnace, five miles from the village of Easton.

Mrs. Thompson was seriously injured, and it is thought she will die. After the assault Thompson attempted to commit suicide with the same weapon, but several women who had been attracted by Mrs. Thompson's cries, seized the man and held him until they obtained assistance, and he was arrested.

He inflicted a slight wound upon himself, but is in no danger from it. Mr. and Mrs. Thompson had been married only three months.

Pascal Institute Needs Help. The officers of the Pascal Institute, at No. 567 Lexington avenue, have made an appeal for subscriptions for carrying on the work of the institute during the coming year.

Sound Steamboat Kennebec Stranded Near Fort Schuyler.

CUTTER HITS A YACHT.

Albany Boat Dean Richmond Runs on a Mud Bank Off Esopus Light.

The New Haven steamboat Kennebec, with ninety passengers on board, stranded on a sandbar inside the buoy marking the shoal and under the guns of Fort Schuyler, at 7:30 o'clock yesterday morning, and remained fast for seven hours. It was all due to the fog. The passengers showed no alarm.

The engines were reversed at full speed for half an hour, but the vessel was fast and there was no budge in her until the tide rose. Word was finally telegraphed to the company's offices here and a tug sent to the steamer. Meantime, most of the passengers had been on deck watching the efforts to free the vessel and had neglected the breakfast hour. When hunger drove them to the cabin they found that breakfast had been served and the tables cleared. They declare that the stewards refused to serve them with anything but bread and water.

The tug on arrival at 10 o'clock landed seventy of the passengers at Wallstone, and after scouring the village for breakfast, they took the 11:30 train over the Long Island road for New York. The Kennebec was freed at 1:30 in the afternoon, and with the remaining passengers reached her pier at 3:30.

Dean Richmond Stranded. The Albany Day Line steamer Dean Richmond, which left Albany at 9 o'clock yesterday night, ran on a mud bank off Esopus Light, opposite Fishkill Landing, at daybreak yesterday and remained there until the afternoon.

There were a hundred passengers on board. The steamer's pilot anchored in the fog off Fishkill at midnight, and when the tug arrived at daybreak the boat refused to budge. Investigation showed that the rudder was broken and steamboat fast.

The Erie ferryboat Patterson, which left her slip in Jersey City at 7:30 o'clock yesterday morning to grope her way through the fog to the slip at the foot of West Twenty-third street, New York, had not steamed a hundred feet into the river when the ran bow on into a loaded railroad flat.

There were fully two hundred passengers on the ferryboat, and they made a rush for the deck as a door women on the forward deck fell fainting, and they would have been trampled on had not some men dragged them out of the crush of hurrying passengers. The flat was loaded with freight cars and lashed to a tug bound down the river close to the Jersey shore.

Some of the cars were almost knocked from the tracks, and the ends of three of them were smashed in by the ferryboat. The guard of the stout-timbered flat was smashed.

The ferryboat was hardly damaged at all as she backed away with her bow, screaming passengers, who had received the fright of their lives. Some of them were thrown down in the water, and some were injured. The ferryboat resumed her course, and the cars were reassured by the frightened women. The passengers were herded safely in the West Side Court.

The float careered to port as the Patterson left her, but righted again and resumed her trip.

WOMAN'S MYSTERIOUS DEATH. Found Unconscious and Died from Poisoning—George W. Johnson Held.

Raskill Stewart, colored, was found lying on the floor of her apartments in the basement of No. 262 West Forty-first street, yesterday afternoon and died in Bellevue Hospital from corrosive poisoning "a few hours later, without having regained consciousness. The woman lived with George W. Johnson, who is known as the "wild-cat" con.

Johnson called Policeman Trow, of the West Thirty-seventh street station, yesterday, and told him his wife was unconscious. There were marks of violence on her body. Johnson and later arranged him in the West Side Court, where he was held. He and the woman quarrelled frequently and once she shot him in the leg.

Court Approves Dr. Evans's Will. Philadelphia, Pa., Oct. 12.—The charter of the Dental School and Museum of Art provided for the will of Dr. Thomas Evans, the famous American dentist who died in Paris in 1897, has been approved by Judge Anderson. As a result of this \$2,700,000 of Dr. Evans's estate will come to this city should the will, now being contested in Philadelphia by Dr. Evans's relatives, be declared valid.

WONDERS IN WOMAN'S HAIR. An entirely new and very striking way of doing the hair, imported from the Prince of Wales's set, now prevails among the Four Hundred. It will be illustrated in next Sunday's Journal.

COPELAYS; SAVED BY BEAM.

Wall Falls, Carrying Down a Workman and Burying Him Deep.

PRISONER IN A CAVE. ENTICED TO SEE DEWEY.

One of the Supports Makes a Roof Over Him, and He Is Rescued.

Patrick Castle, thanks to a six-inch beam and the prompt and intelligent efforts of his fellow laborers, rested last night in Bellevue Hospital instead of lying dead and buried under debris at No. 118 West Eighteenth street.

For the past few days Joseph Garvey & Son's workmen have been digging an excavation in the adjoining lot. Late yesterday afternoon the party wall began to waver. Notice was immediately given to the Building Department and Chief Inspector Connelley and Lamb went to the place with a body of workmen in the employ of Contractor Sweeney, who removed the ruins of the Windsor Hotel.

Supports were being placed along the wall when a portion of it, against which stood a ladder leaning up on the rounds, suddenly tottered and fell. Castle dropped about forty feet and was completely covered by the ruins.

One of the supporting beams fell over him so as to form a sort of cave in which he lay. From this precarious position Castle directed the men who dug him out. A severe scalp wound and a dislocated shoulder are his worst injuries.

WESTCHESTER WATER CO. IS CALLED BANKRUPT.

Several Creditors Unite in a Petition to Have the Concern Brought to a Close.

A joint petition to have the New York and Westchester Water Company, of No. 68 Broad street, adjudged an involuntary bankrupt was filed yesterday in the Clerk's office of the United States District Court, by David H. Morris, Thomas Daly, John S. Bundick, Frederick Koch, the Clearfield Bituminous Coal Corporation and William B. Royce.

The firm of Morris is for \$1,000,515, for rent; Bundick's is for \$274,200, for services as submarine diver; Daly's for \$1,262,500, for money loaned; Koch's for \$135,100, for coal furnished; Royce's for \$452,570, on drafts, and Koch's for \$1,126 for rent. The petitioners allege that the defendant company committed an act of bankruptcy in that it allowed the Tarrytown Times, Robert Macklin and other creditors to obtain judgments against it, and also that, on August 23, it transferred all its assets to William H. Ellis, and consented to the appointment of Ellis and John P. O'Brien as receivers.

AND THE PARROT SAID: Polly Tried to Escape from Custody, and There Was Lots of Excitement.

Magistrate Flammer, in the Centre Street Police Court, had troubles of his own yesterday. They were due to the fact that Francis Christy, of No. 176 Monroe street, captured a parrot which was claimed by Aresdes V. Johnopolos, of 90 Oliver street. Christy wouldn't yield Polly, hence he and the parrot were arrested and arraigned before Magistrate Flammer.

While the Magistrate was pondering the evidence, Johnopolos, taking with him a small troop of Roundsmen, Taggart's hair, Christy thought Polly a good example, and attempted to follow her. Both were arrested and sent to the house of detention. Polly in the basement, cursing every one heartily and impartially. Polly declining to answer questions, the Magistrate decided that Johnopolos would pay Christy \$2 he could take the bird. Johnopolos agreed. And the parrot said—well, it wouldn't look well in print.

WHAT! DEWEY STANDS ON BOSTON COMMON? Signs of Revolt Against the Enterprise of a New Yorker.

Boston, Mass., Oct. 12.—Boston is preparing with all her might for Dewey day. M. Loeb, a New Yorker, under special permission, is erecting private observation stands on Boston Common, and tickets for seats are being advertised.

Colonel Bated Catches a Thief. Frank Brown, of Pittsburgh, in the Lee avenue Police Court, Williamsburg, yesterday, was remanded on the charge of stealing a pocketbook from Miss Elizabeth P. Callahan, of No. 91 Hewes street. Miss Callahan, with her sister, Mary, were at Kean's and Bedford avenue, on Wednesday afternoon, when Brown seized her pocketbook and ran. Brown tried to escape, and should for help. A crowd joined in the chase, and Brown was caught. The officers who had him in charge, the prisoner, before the women caught him, threw the pocketbook at his own.

Typhoid Fever in Williamsburg. People who live in the neighborhood of Kean and South Third streets, Williamsburg, are greatly alarmed over the prevalence there of typhoid fever, six persons having died recently. The latest death was that of Mrs. Mary Taylor, thirty-nine years old, of No. 318 South Fourth street. Others who have died of the same disease are Mrs. Harry Schaefer, of Kean and South Fourth streets, and Winifred Anson, the seven-year-old son of an expressionist, of No. 274 South Third street.

Missing Man Said to Owe \$10,000. Creditors of Herman Verria, a pickle dealer, of No. 40 Ferry street, Newark, are searching for him in the hope of getting a settlement of some large claims. Verria has not been seen about his place for several days. It is alleged his indebtedness to friends and to dealers from whom he bought goods amounts to nearly \$10,000.

No Toilet Soap Trust Yet. The attempt to form a combination of toilet soap manufacturers of New York has failed. The men identified with that industry met yesterday in this city, and failing to bring about a consolidation, tried to reach an agreement to advance and regulate prices. This also was defeated.

FOR OLD LEATHER BELLS. CASH or new leather gowns. Mattress Co., 63 Berry st., Brooklyn.

BIG CITY PAZZLED BY UNUSUAL GIRL.

Long Sought in Connecticut, Found in a Flat Here.

PRISONER IN A CAVE. ENTICED TO SEE DEWEY.

One of the Supports Makes a Roof Over Him, and He Is Rescued.

Patrick Castle, thanks to a six-inch beam and the prompt and intelligent efforts of his fellow laborers, rested last night in Bellevue Hospital instead of lying dead and buried under debris at No. 118 West Eighteenth street.

For the past few days Joseph Garvey & Son's workmen have been digging an excavation in the adjoining lot. Late yesterday afternoon the party wall began to waver. Notice was immediately given to the Building Department and Chief Inspector Connelley and Lamb went to the place with a body of workmen in the employ of Contractor Sweeney, who removed the ruins of the Windsor Hotel.

Supports were being placed along the wall when a portion of it, against which stood a ladder leaning up on the rounds, suddenly tottered and fell. Castle dropped about forty feet and was completely covered by the ruins.

One of the supporting beams fell over him so as to form a sort of cave in which he lay. From this precarious position Castle directed the men who dug him out. A severe scalp wound and a dislocated shoulder are his worst injuries.

WESTCHESTER WATER CO. IS CALLED BANKRUPT.

Several Creditors Unite in a Petition to Have the Concern Brought to a Close.

A joint petition to have the New York and Westchester Water Company, of No. 68 Broad street, adjudged an involuntary bankrupt was filed yesterday in the Clerk's office of the United States District Court, by David H. Morris, Thomas Daly, John S. Bundick, Frederick Koch, the Clearfield Bituminous Coal Corporation and William B. Royce.

The firm of Morris is for \$1,000,515, for rent; Bundick's is for \$274,200, for services as submarine diver; Daly's for \$1,262,500, for money loaned; Koch's for \$135,100, for coal furnished; Royce's for \$452,570, on drafts, and Koch's for \$1,126 for rent. The petitioners allege that the defendant company committed an act of bankruptcy in that it allowed the Tarrytown Times, Robert Macklin and other creditors to obtain judgments against it, and also that, on August 23, it transferred all its assets to William H. Ellis, and consented to the appointment of Ellis and John P. O'Brien as receivers.

AND THE PARROT SAID: Polly Tried to Escape from Custody, and There Was Lots of Excitement.

Magistrate Flammer, in the Centre Street Police Court, had troubles of his own yesterday. They were due to the fact that Francis Christy, of No. 176 Monroe street, captured a parrot which was claimed by Aresdes V. Johnopolos, of 90 Oliver street. Christy wouldn't yield Polly, hence he and the parrot were arrested and arraigned before Magistrate Flammer.

While the Magistrate was pondering the evidence, Johnopolos, taking with him a small troop of Roundsmen, Taggart's hair, Christy thought Polly a good example, and attempted to follow her. Both were arrested and sent to the house of detention. Polly in the basement, cursing every one heartily and impartially. Polly declining to answer questions, the Magistrate decided that Johnopolos would pay Christy \$2 he could take the bird. Johnopolos agreed. And the parrot said—well, it wouldn't look well in print.

WHAT! DEWEY STANDS ON BOSTON COMMON? Signs of Revolt Against the Enterprise of a New Yorker.

Boston, Mass., Oct. 12.—Boston is preparing with all her might for Dewey day. M. Loeb, a New Yorker, under special permission, is erecting private observation stands on Boston Common, and tickets for seats are being advertised.

Colonel Bated Catches a Thief. Frank Brown, of Pittsburgh, in the Lee avenue Police Court, Williamsburg, yesterday, was remanded on the charge of stealing a pocketbook from Miss Elizabeth P. Callahan, of No. 91 Hewes street. Miss Callahan, with her sister, Mary, were at Kean's and Bedford avenue, on Wednesday afternoon, when Brown seized her pocketbook and ran. Brown tried to escape, and should for help. A crowd joined in the chase, and Brown was caught. The officers who had him in charge, the prisoner, before the women caught him, threw the pocketbook at his own.

Typhoid Fever in Williamsburg. People who live in the neighborhood of Kean and South Third streets, Williamsburg, are greatly alarmed over the prevalence there of typhoid fever, six persons having died recently. The latest death was that of Mrs. Mary Taylor, thirty-nine years old, of No. 318 South Fourth street. Others who have died of the same disease are Mrs. Harry Schaefer, of Kean and South Fourth streets, and Winifred Anson, the seven-year-old son of an expressionist, of No. 274 South Third street.

Missing Man Said to Owe \$10,000. Creditors of Herman Verria, a pickle dealer, of No. 40 Ferry street, Newark, are searching for him in the hope of getting a settlement of some large claims. Verria has not been seen about his place for several days. It is alleged his indebtedness to friends and to dealers from whom he bought goods amounts to nearly \$10,000.

No Toilet Soap Trust Yet. The attempt to form a combination of toilet soap manufacturers of New York has failed. The men identified with that industry met yesterday in this city, and failing to bring about a consolidation, tried to reach an agreement to advance and regulate prices. This also was defeated.

FOR OLD LEATHER BELLS. CASH or new leather gowns. Mattress Co., 63 Berry st., Brooklyn.

WOMAN NOT CALLED AGAINST BROTHER.

She Caused His Arrest for Alleged Murder After 27 Years.

Paris, Mo., Oct. 12.—Mrs. Cornelia Street, who had been expected to play the part of star witness to-day in the trial of her brother, Alexander Jester, charged with the murder of Gilbert Gates, son of the Chicago millionaire, will not take the stand. Counsel for the State decided that a woman who would betray her brother would not give unprejudiced testimony, and that her testimony would prove detrimental.

It was Mrs. Street who caused the arrest of her brother in Oklahoma twenty-seven years after he escaped from Missouri. She says Jester squandered her money and threatened to kill her.

Underwear Trust Raises Price of Its Product. Decides at a Meeting Held in Albany to Advance the Cost 15 Per Cent.

Albany, Oct. 12.—A new trust held its second meeting in the Ten Eyck Hotel to-day. It is the American Knit Underwear Association, comprising all the knit underwear manufacturers in this State. The result of to-day's meeting is an agreement to advance the price of cotton and wool dress underwear 15 per cent.

Crash in Italian Bourse. London, Oct. 12.—The position of the Italian Bourse, which has been serious for some time, saw a special dispatch from Rome, resulted in a veritable crash to-day. Several banks and large firms are in a serious position. The losses are estimated at some hundreds of millions of lire.

A Nerve Builder

It is said that a pure stimulant is hard to find. Not at all. All the world knows that Duffy's Pure Malt Whiskey is absolutely pure. Made expressly for medicinal use. No fusel oil. Over 7,000 leading physicians prescribe it.

When the nerves are unstrung, the body weakened, the energies relaxed, when the bad cold has a strong hold upon you, you need a pure and sure stimulant. Take no chances. Use Duffy's Pure Malt Whiskey.

Government stamp marks the genuine. Druggists usually sell it. If you don't see a bottle will be sent you prepaid, for 25 cents. Write to: DUFFY MALT WHISKY CO., Rochester, N. Y.

BUY THE GENUINE SYRUP OF FIGS

MANUFACTURED BY CALIFORNIA FIG SYRUP CO. NOTE THE NAME. CARPET CLEANING. J. & W. WILLIAMS. Established 335 WEST 43rd STREET. 1875. Carriage free. Altering and Reupholstering. Send postal. Telephone 566 Columbia.

NEW YORK JOURNAL AND ADVERTISER

Published Every Day in the Year. Daily Edition (in Greater New York and Jersey City) One Cent. Sunday Edition (in Greater New York and Jersey City) Two Cents. Evening Edition (in Greater New York and Jersey City) One Cent. Sunday Edition (in Greater New York and Jersey City) Two Cents. TERMS—POSTAGE INCLUDED. For the United States (outside of New York City, New Jersey, and New England) Daily and Sunday: One year, \$3.50; Six months, \$2.00; Three months, \$1.00; One month, .75. Evening: One year, \$2.50; Six months, \$1.50; Three months, .75; One month, .50. The New York Journal in London, England, can be purchased at any of the following places: Pall Mall, London and Colonial Exchange, Messrs. Smith, Ainslie & Co., Ormeau House, 28, North Circular Road, London, W. Messrs. J. B. H. & Co., 10, North Circular Road, London, W. Messrs. J. B. H. & Co., 10, North Circular Road, London, W. Messrs. J. B. H. & Co., 10, North Circular Road, London, W.

ENGLISH CRICKETERS TOY WITH THE CANADIANS.

Toronto, Ont., Oct. 12.—Prince Randall's team of English cricketers began a two days' match this morning against the All-Canadian team. The Canadians made 87 and the Englishmen 216 for ten wickets.

INDEX TO "WANT" ADVS. IN TO-DAY'S JOURNAL.

Wanted—Male	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	1
Wanted—Female	15	